



Henry Rohrig Truck Alignment System 818-761-3628 818-489-2049

CLAIMS SECTION

What I claim as my invention is;

- # 1 Using the adjustable trammer point with the 24" rod to measure the proper distance from the spring bushing and the front of the " U " bolt instead of a tape measure, which is not as accuracy. All of the alignment actually starts here, for if the steering axle is not align correctly the complete job will not be correct.
- #2 The use of tooling and its attachment to the wheels using locator pins and threaded hold down rods, in this manor you have a better attachment and one that is more accurate.
- #3 The place the scale is attached to the steering axle tooling, the laser light is projected onto this accurately from the drive axle.
- #4 The attachment of the laser beam light on the tooling for the drive axle, and is attached to the wheel using locator pins and threaded hold down rods, instead of resting on the tire in some manner.
- #5 The tooling index point located on the top edge of the lower cross bar in front and back of the wheel, the rear point is preset by 1/16" in from center so the dimension for the toe-in would be correct when the same trammel point adjustment is used in the rear index point, this eliminates the possibility of an error.
- #6 Using the adjustable trammel point with the 36" rod, placing one end of the bar against the out side of the rail and the trammel point on the top edge of the top cross bar back of the wheel, set and then check the other side, this must be the same.
- #7 The roller plates which is used under all of the wheels when making any adjustments on the axle, so it will move without restriction.
- #8 The drive axle unit of the system is also used for alignment on single or double axle trailers, if it is not aligned properly it will force the truck to one side or the other, that is very important for safety and cost.
- #9 The Jig used to calibrate the tooling, you can not design tooling and not design some way to calibrate the units, for if it is not correct the finish job also will not be correct. All of this is very important for safety and the cost of operation.

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#10 Tooling Jigs to manufacture steering units left and right side - drive units left and right side, are all made with this one jig and drilled to locate the pins for the attachment of the units to the wheels. It is made of 1/2" steel plate with steel angles and clamps bolted on to hold parts in place for welding.

#11 The Alignment units are made with 1/2" x 2" 6061 aluminum bar stock and some are made using 4130 steel tubing, 3/16" x 1/2" x 2" rectangular stock, all of the dimensions are the same, some mechanics like steel units.

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